



RESOLUTION 05-80

SUPPORTING HIGH OCCUPANCY TOLL LANES ON INTERSTATE 95

WHEREAS, the Fredericksburg City Council desires to communicate the City's views and concerns regarding HOT Lanes on Interstate 95 to the Virginia Department of Transportation High Occupancy Toll (HOT) Lane Advisory Panel; and

WHEREAS, Virginia Department of Transportation (VDOT) has received unsolicited proposals through the Public-Private Transportation Act from the Fluor-Transurban HOT Lane Transportation Team and the 95 Express (Clark/Shirley) Team; and

WHEREAS, Fredericksburg residents and businesses rely on I-95 both for commuting to the Washington Metropolitan Area and for local travel between the U.S. 17 exits; and

WHEREAS, the construction of HOT Lanes on I-95 will be one of the most significant transportation improvement in Fredericksburg since the inception of the Interstate.

THEREFORE, RESOLVED by the City Council of The City of Fredericksburg as follows:

Section I: The City of Fredericksburg endorses the construction of HOT Lanes along Interstate 95.

Section II: The City Council strongly suggests that VDOT structure its Comprehensive Agreement process to select the most favorable components of the two proposals and incorporate them in the final design.

Section III: The City Council requests that the HOT Lanes Advisory Board and Public Private Transportation Act (PPTA) proposers strongly consider the following as it pertains to HOT Lane construction within the City limits of Fredericksburg:


1. Bridging of the Rappahannock River and construction in the tree-covered median must be done in a manner that preserves as much of the natural environment as possible and preserve any and all historically significant areas on either side of the river.
2. No-toll Collector – Distributor lanes and new general purpose lanes are preferred over toll lanes through the City as they appear to be the better way of moving local traffic between the U.S. 17 exits and along Route 3. However, an independent traffic analysis is the only way to

determine which has the greatest overall benefit for local traffic.

3. The Fall Hill Avenue Bridge must be replaced to make room for HOT Lane improvements, and the winning firm must do so in the *initial* phase of construction and not the last phase as proposed by both applicants. This should be closely coordinated with the City's Fall Hill Avenue improvement project.
4. Consider providing emergency access from the Interstate to Fall Hill Avenue or Cowan Boulevard so that emergency vehicles bound for Mary Washington Hospital may do so more quickly and conveniently.
5. Any major alterations to the Route 3 Bridge, though not proposed, must be constructed in a manner that enhances this important gateway to the City. Acceptable improvements include ornamental bridge features, enhanced lighting and enhanced landscaping.
6. Rail improvements articulated in both proposals are of critical interest to the City and must be included in the final agreement as they enhance the ability of the Virginia Railway Express to move workers and visitors between Washington, DC and the City.
7. Transit improvements articulated in both proposals must be included in the final agreement. To the extent FREDericksburg Area Transit is involved in serving commuters, FRED must be eligible for surplus revenue.
8. A portion of the surplus revenue should be used for corridor improvements, and a proportionate share of these funds should be spent in the Fredericksburg region.

I, Tonya B. Lacey, Deputy Clerk of Council for the City of Fredericksburg, do hereby certify that the above is a true and correct copy of a Resolution passed and approved by the City Council of the City of Fredericksburg on the 26 day of July, 2005.

SIGNATURE ON FILE AT VDOT

 Tonya B. Lacey
Deputy Clerk of Council